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IDEA-0737

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1 May 1962

MEMORANDUM FOR THE RECORD

SUBJECT: Status of Mil Spec 25524A Fuel

25X1A 1. [] received a confirming report from the Wright Patterson lab that the fuel sample (Socony) from Detachment "H" failed to meet the spec for thermal stability. The report indicated a pressure drop of ten inches Hg in 120 minutes. Detachment "H" was notified of this 26 April.

25X1A 2. [] made final arrangements to airlift 200 barrels of Ashland fuel from Wright Patterson AFB to Detachment "H". An analysis of this fuel at Wright Patterson lab indicated okay on thermal stability. Pressure drop was 1/10 inch Hg in 300 minutes (Sample number 62-F-103, Ashland, Batch 1, Lot 1). Four MATS flights were scheduled:

<u>AIRCRAFT</u>	<u>FLIGHT NO.</u>	<u>ETD</u>	<u>ETA</u>
C-124	609	26/2200Z	3/1600Z
C-124	610*		
C-97	611	26/1100Z	2/1930Z
C-97	612	26/1400Z	2/2230Z

25X1A * [] had no information on Flight 610. Apparently it was grounded for maintenance. He will follow up and advise later.)

3 The fuel sample referred to in Para 1 is the same fuel (Socony) which is on board the [] previously due to arrive at Detachment "H" on 23 April. This 50,000 gallon shipment is now expected to arrive on 5 May. In view of the report in Para 1, [] was requested to take immediate action to ship additional fuel by surface means to Detachment "H". He reported that Ashland had 546 barrels of fuel available and had been requested to ship it ASAP. I requested [] to advise us of the departure date and ETA when known.

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4. [] Quality Control Branch, MAANA, was informed by [] of the corrected report received from the Richfield Refinery lab on the sample of Howell fuel submitted for analysis by Detachment "G" on 23 April. The corrected report indicated the fuel color was okay—color 2 instead of 4 which had been reported initially. The Wright Patterson lab had reported this fuel okay on 26 April—color 2 and pressure drop 1.75 inches Hg in 300 minutes. However, because of the initial conflicting reports [] recommended the fuel not be used. (26 April telecon with [] When informed of the corrected Richfield report on 27 April [] still recommended the fuel not be used because of the previous difficulties experienced with Howell fuel. Al Raffy, USAF POL Division, concurred although he approved using the fuel for training flights in view of the satisfactory lab reports. Only 7,000 gallons is involved.

5. [] was advised by telecon to use the Howell fuel for training and/or ZI ferry flights only.

SIGNED

[]
Deputy for Special Projects
Materiel Staff, DPD

[] :ars
Dist: Cy 1 - MS/DPD
2 - AC/DPD
3 - ASST CH/DPD
4 - SPB/DPD
5 - EO/DPD
6 - RI/DPD

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25 April 1962

MEMORANDUM FOR THE RECORD

SUBJECT: Status of Mil Spec 25524A Fuel

1. Detachment G. a. Fuel on hand as of 19 April was as follows:

Socony Oil Co.	24,000 gallons
Howell Oil Co.	8,000 gallons

b. Fuel analyses were made of each fuel at three different laboratories:

	<u>THERMAL STABILITY</u>		<u>ROD COLOR</u>	
	<u>Socony</u>	<u>Howell</u>	<u>Socony</u>	<u>Howell</u>
AF Petroleum and Chem Lab, Wright Patterson AFB	10"-49**	N/R	N/R	N/R
AF Petroleum and Chem Lab, Everett, Washington	10"-150*	10"-222*	0	0
Richfield Refinery* Long Beach, Calif.	.13"-300	.20"-300	0	4

*(Under auspices AF Field Petrol Office, Maywood, Calif.)

c. 7,000 gallons of new fuel was received on 23 April from the Howell Oil Company. A message was received by Detachment G from MAAMA recommending that a thermal stability check be made prior to using. A sample was immediately sent to the Richfield Refinery at Long Beach. The analysis was as follows:

Thermal Stability	0.32" - 300
Color	4*

*(This fuel is below spec for color)

** (This fuel is below spec for thermal stability)

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An additional sample was shipped to the AF Lab at Wright Patterson. It should arrive in Dayton at 1752, 24 April. No flying will be done until this sample is analyzed.

d. An additional 7,000 gallons was shipped to Detachment G from Howell Oil Co. on 23 April. This should arrive by 25 April. It will be analyzed by the Wright Patterson fuel lab prior to using.

e. MAAMA called Detachment G on 24 April to inform them that all additional fuel would be supplied from Ashland Oil Co. They recommended this fuel not be mixed with any other fuel.

2. Detachment H

a. Fuel on hand as of 21 April was 7,145 gallons. This fuel was part of a shipment of 16,830 gallons from Socony Oil Co. which had been airlifted to them during the period 20-26 March. This replaced 36,917 gallons which was disposed of after it had been determined to be contaminated. A 55 gallon drum of the new fuel was shipped to the Wright Patterson lab on 18 April. It arrived at Travis AFB on 23 April and should arrive at Wright Patterson by 25 April. A report is expected by 26 April.

b. An additional 50,000 gallons of Socony fuel is enroute to Detachment H by ship. It should arrive on or about [redacted] A sample will be shipped to Wright Patterson for analysis. This will be done before fuel is cleared for use.

3. LAC, Burbank, California

a. Approximately 7,000 gallons of Socony fuel was on hand as of 19 April. An analysis of this fuel by the Socony lab in Los Angeles indicated the fuel was okay. The analysis was supervised by a government inspector from the AF Field Petroleum Office, Maywood, California.

b. A second sample of this fuel was sent to the Wright Patterson lab on 21 April. It arrived at 1000, 23 April. A report was received from AFCIG-5 at 1440, 24 April that the fuel failed to meet specs. Thermal stability was 10" in 272 minutes; rod color was 3. However, it was approved from [redacted] AFDRT for use.

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c. LAC has been authorized to continue flying until the balance of this fuel (3,000 gallons) is exhausted.

4. MAAMA is arranging to resupply all activities with fuel from Ashland Oil Co. and Shell Oil Co. as of 24 April.

5. An SOP is being written in coordination with AFCIG-5 to analyze every shipment of fuel received by our activities and to analyze fuel in storage approximately every sixty days.


Deputy for Special Projects
Materiel Staff, DPD

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MS/DPD  mrs
Dist: Cy 1 - MS/DPD
2 - AC/DPD
3 - ASST CH/DPD
4 - SPB/DPD
5 - RI/DPD

25X1A

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